

# M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 16-17, 2004

Reference No.: 2.1c.(3)  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Ross Chittenden  
Division Chief  
Transportation Programming

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM APPLICATION AMENDMENT  
APPROVALS, RESOLUTION TAA-04-05, AMENDING RESOLUTIONS TA-00-01, TA-00-02,  
TA-01-11, TA-02-01, TA-02-04, TAA-03-02, TAA-03-03, and TAA-03-10**

## **ISSUE:**

Attached is a Resolution for 11 Traffic Congestion Relief (TCR) project application amendments that propose to update project schedules and make adjustments to only to those fund sources other than TCR Fund (TCRF). A fact sheet describing each project is attached.

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends approval.

## **BACKGROUND:**

Though the phases for the following 11 projects have been approved and allocated, work has been delayed beyond the approved schedule dates. The reasons for delay, cited in the following fact sheets, include the uncertainty of TCRF reimbursement.

Approval by the California Transportation Commission of this Resolution will allow the Department to amend existing agreements with agencies and to reimburse said agencies for eligible costs under these approved and allocated phases from the TCRF.

Attachments

**TCRP Program – Application Amendment Project #1.1****Santa Clara / Alameda BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.**

(\$ X 1,000)

|   |   |   |  |
|---|---|---|--|
| <i>Estimated Project Cost:</i>          | \$695,484   | <i>TCRP Funds covered by application:</i>     | <b>\$0</b>   |
| <i>TCRP Funds-Subproject #1.1:</i>      | \$111,433   | <i>Phases(s) covered by application:</i>      | All  |
| <i>Total TCRP Funds for Project #1:</i> | \$725,000   | <i>TCR Funds Previously Approved for #1.1</i> | \$111,433  |
| <i>Lead Agency:</i>                     | Santa Clara Valley Transportation Authority (VTA) | <i>Implementing Agency:</i>                   | San Francisco Bay Area Rapid Transit District (BART) |

**TCRP Allocation Requested Concurrently with Application: \$0**

for Phase(s): N/A

**Advance Requested: \$0**

for Phase(s): N/A

**TCRP Allocations To Date: \$54,115**

for Phase(s): 1,2,3

**LONP Requested Concurrently with Application: \$0**

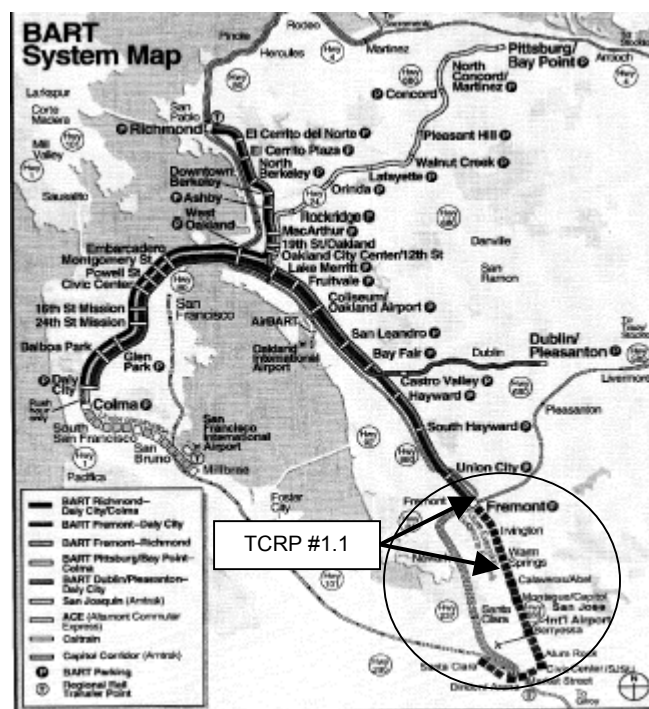
for Phase(s): N/A

**Project Summary**

The overall project will involve extending BART from the existing Fremont Station in Alameda County to downtown San Jose in Santa Clara County. For implementation purposes, this project will be split into two sub-projects.

- **Sub-Project #1.1** – BART Extension from Fremont to Warm Springs (Total = \$695,484,000, including \$111,433,000 in TCRP).
- Sub-Project #1.2 – BART Extension from Warm Springs to downtown San Jose (Total = \$3,708,727,000, including \$613,567,000 in TCRP).

**Sub-Project #1.1**, the Fremont to Warm Springs BART Project, is a 5.4-mile extension south of the existing Fremont Station that will significantly improve the regional transit network by bringing BART further into southern Alameda County. The project will better balance current local and regional transportation demand and will provide increased transportation capacity for future growth in employment and population. The extension will help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving. It would also support the region's efforts to meet state and federal air quality standards.



The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. The proposed Warm Springs Station, just south of Grimmer Boulevard, will have approximately 2,300 parking spaces. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** Project delay has been caused due to BART seeking to initiate a NEPA analysis, which would result in an FTA Record of Decision and therefore make this project eligible for the use of federalized STIP and ITIP funds.

**Cost and Schedule (\$ x 1,000)**

| <b>Phase</b>  | <b>Scope</b>                                | <b>Start</b>             | <b>End</b>                | <b>Cost</b> |
|---------------|---|--------------------------|---------------------------|-------------|
| 1             | Final EIR                                   |                          | 9/92                      |             |
| 1             | Update EIR (Supplemental) and NEPA analysis | 1/02                     | <del>12/04</del><br>12/03 | \$11,550    |
| 2             | Plans, Specifications & Estimates           | 12/02                    | <del>8/05</del><br>12/04  | \$30,565    |
| 3             | Right of Way Acquisition                    | 2/02                     | 1/08                      | \$101,000   |
| 4             | Construction                                | <del>6/06</del><br>1/05  | <del>6/11</del><br>9/08   | \$461,961   |
| 4             | Rollingstock Acquisition                    | <del>12/07</del><br>1/04 | <del>3/12</del><br>9/08   | \$90,408    |
| <b>Total:</b> |   |                          |                           | \$695,484   |

**Funding Plan (\$ x 1,000)**

| Source      | Type    |           | Phase 1  | Phase 2  | Phase 3   | Phase 4   | Total     |
|-------------|---------|-----------|----------|----------|-----------|-----------|-----------|
| TCRP        | State   | Committed | \$6,550  | \$30,565 | \$74,318  |           | \$111,433 |
|             |         | Proposed  |          |          |           |           |           |
| STIP - RIP  | State   | Committed | \$5,000  |          |           |           | \$5,000   |
|             |         | Proposed  |          |          | \$9,700   | \$10,000  | \$19,700  |
| STIP -IIP   | State   | Committed |          |          |           |           |           |
|             |         | Proposed  |          |          |           | \$80,000  | \$80,000  |
| Bridge Toll | Local   | Committed |          |          |           |           |           |
|             |         | Proposed  |          |          |           | \$68,000  | \$68,000  |
| SamTrans    | Local   | Committed |          |          |           |           |           |
|             |         | Proposed  |          |          | \$6,982   | \$138,018 | \$145,000 |
| Measure B   | Measure | Committed |          |          | \$10,000  |           | \$10,000  |
|             |         | Proposed  |          |          |           | \$244,651 | \$244,651 |
| BART        | Local   | Committed |          |          |           |           |           |
|             |         | Proposed  |          |          |           | \$11,700  | \$11,700  |
|             | Totals: | Committed | \$11,550 | \$30,565 | \$84,318  |           | \$126,433 |
|             |         | Proposed  |          |          | \$16,682  | \$552,369 | \$569,051 |
|             |         | Totals:   | \$11,550 | \$30,565 | \$101,000 | \$552,369 | \$695,484 |

**Prior TCRP Action:**

- The original application for the Major Investment Study for the Warm Springs to San Jose portion (TCRP Subproject #1.2) was approved on February 21, 2001, under Resolution TA-01-03.
- An application for Phase 1 – Environmental Studies and Permits, Phase 2 – Preliminary Engineering and Design, and Phase 3 – Right of Way Acquisition, for TCRP Subproject #1.1 was approved on April 4, 2002, under Resolution TA-02-05.
- A minor amendment to update the project schedule and funding plan was approved June 26, 2003, under Resolution TAA-03-03. Additional time is required due to a new bus alternative that was requested for consideration as an option in the Supplemental Environmental Impact Report for the extension of BART to Warm Springs.

**Status of Conditions:** No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-05: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

**Discussion/Issues:** The proposed funding plan for the Fremont to Warm Springs Extension Project includes STIP-Regional Improvement Program (RIP), STIP-Interregional Improvement Program (IIP), Bridge Tolls, San Mateo County Transit District (SamTrans), Alameda County Measure B and BART funding. The BART Fremont to Warm Springs Extension Project is a California Environmental Quality Act (CEQA)-only cleared project. The STIP-RIP/IIP funding will be requested as State-only.

This project has a full funding plan in MTC's 2001 Regional Plan. However, there are two identifiable risks associated with this funding plan: First, if the STIP-IIP/RIP funds do become available, state-only funding may be limited. To insure project delivery, the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, BART, VTA, and the Metropolitan Transportation Commission will work to exchange any federal funds obtained through the programming process with non-federal funds. And, second, the amount of STIP-IIP/RIP funding proposed for this project may not be available. The funding partners identified above have committed to work together to bridge any funding gaps if STIP-RIP/IIP dollars do not materialize.

The Department of Transportation recommends that the Commission approve action on this request.

**TCRP Program – Application Amendment Project #1.2****Santa Clara / Alameda BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.**

(\$ X 1,000)

|  |   |   |           |
|--|---|---|-----------|
| <i>Estimated Project Cost:</i>         | \$3,708,727                                       | <i>TCRP Funds covered by the application:</i> | \$0       |
| <i>TCRP Funds-Subproject #1.2:</i>     | \$613,567   | <i>Phases(s) covered by application:</i>      | 1,2,3     |
| <i>Total TCRP Funds for Project #1</i> | \$725,000   | <i>TCR Funds Previously Approved for #1.2</i> | \$613,567 |
| <i>Lead Agency:</i>                    | Santa Clara Valley Transportation Authority (VTA) | <i>Implementing Agency:</i>                   | VTA       |

**TCRP Allocation Requested Concurrently with Application: \$0**

for Phase(s): N/A

**Advance Requested: \$0**

for Phase(s): N/A

**TCRP Allocations To Date: \$45,000**

for Phase(s): 1

**LONP Requested Concurrently with Application: \$0**

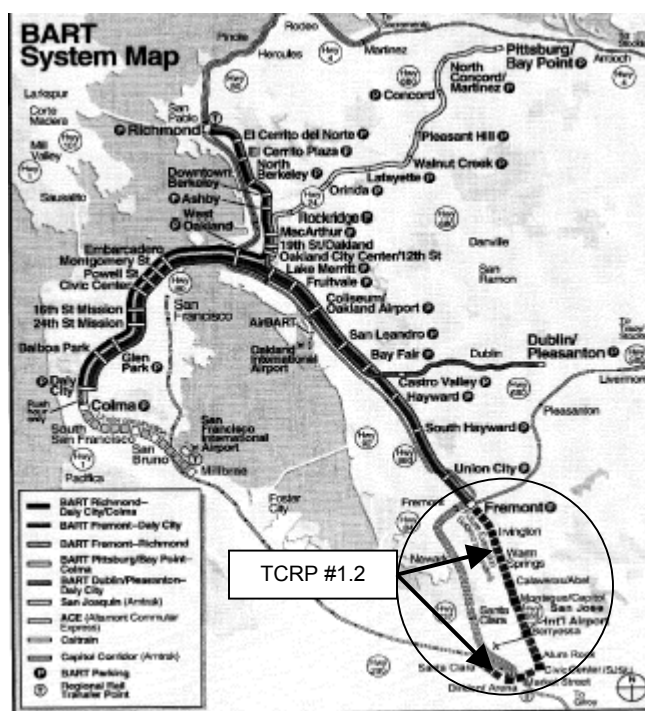
for Phase(s): N/A

**Project Summary**

The overall project will involve extending BART from the existing Fremont Station in Alameda County to downtown San Jose in Santa Clara County. For implementation purposes, this project will be split into two sub-projects.

- Sub-Project #1.1 – BART Extension from Fremont to Warm Springs (Total = \$695,484,000, including \$111,433,000 in TCRP).
- Sub-Project #1.2 – BART Extension from Warm Springs to downtown San Jose (Total = \$3,708,727,000, including \$613,567,000 in TCRP).

Sub-Project #1.2 involves extending BART 17 miles from Warm Springs in Alameda County to downtown San Jose in Santa Clara County. This element of the overall project includes the acquisition of approximately 17.3 miles of existing UPRR freight tracks, eight new stations, four to five new park and ride lots, a new BART maintenance and storage facility at the UPRR Newhall Site in San Jose/Santa Clara, and acquisition of rail cars. The alignment will be at-grade or above ground, with tunneling through downtown San Jose locations.



**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** Project schedule delays are attributed to increased time needed by FTA for review of environmental document and uncertainties presented in recovery of TCRP funds due to state budgetary problems.

**Cost and Schedule (\$ x 1,000)**

| <b>Phase</b>  | <b>Scope</b>  | <b>Start</b> | <b>End</b>  | <b>Cost</b>        |
|---------------|---|--------------|-------------|--------------------|
| 1             | Major Investment Study  | 3/01         | 11/01       | \$8,000            |
| 1             | Complete alternative selection and CEQA/NEPA environ. work on selected project from Warm Springs to San Jose. |              | <b>6/05</b> |                    |
|               |   | 11/01        | 4/04        | \$37,000           |
| 2             | Preliminary and Final Engineering on preferred alternative.   | 5/03         | 5/05        | \$708,030          |
| 3             | Right of Way Acquisition  | 8/00         | 6/08        | \$540,337          |
| 4             | Rollingstock Acquisition  | 5/03         | 12/10       | \$402,512          |
| 4             | Construction  | 6/05         | 6/12        | \$2,012,848        |
| <b>Total:</b> |   |              |             | <b>\$3,708,727</b> |

**Funding Plan (\$ x 1,000)**

| Source       | Type    |           | Phase 1  | Phase 2   | Phase 3   | Phase 4     | Total       |
|--------------|---------|-----------|----------|-----------|-----------|-------------|-------------|
| TCRP         | State   | Committed | \$45,000 | \$214,050 | \$354,517 |             | \$613,567   |
|              |         | Proposed  |          |           |           |             |             |
| Measure A    | Measure | Committed |          | \$493,980 | \$150,820 | \$1,581,360 | \$2,226,160 |
|              |         | Proposed  |          |           | \$35,000  |             | \$35,000    |
| Section 5309 | Federal | Committed |          |           |           |             |             |
|              |         | Proposed  |          |           |           | \$834,000   | \$834,000   |
|              | Totals: | Committed | \$45,000 | \$708,030 | \$505,337 | \$1,581,360 | \$2,839,727 |
|              |         | Proposed  |          |           | \$35,000  | \$834,000   | \$869,000   |
|              |         | Totals:   | \$45,000 | \$708,030 | \$540,337 | \$2,415,360 | \$3,708,727 |

**Prior TCRP Action:** Original application for the Major Investment Study for the Warm Springs to San Jose portion was approved on February 21, 2001, under Resolution TA-01-03. A subsequent application for the second part of Phase 1 - Environmental Studies and Permits, Phase 2 – Preliminary and Final Engineering, and Phase 3 – Right of Way was approved on April 3, 2002, under Resolution TA-02-04.

**Status of Conditions:** No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-04: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

**Discussion/Issues:** No issues.

The Department of Transportation recommends that the Commission approve action on this request.

**TCR Program – Application Amendment Project #7.1****Santa Clara CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County.**

(\$ X 1,000)

Estimated Project Cost: \$23,101

TCRP Funds – Subproject #7.1: \$22,000

TCRP Funds covered by application: **\$22,000**

Phases(s) covered by application: All

TCRP Funds for Project #7: \$55,000

Lead Agency: Santa Clara Valley  
Transportation Authority  
(VTA)

TCRP Funds Previously Approved for 7.1: \$22,000

Implementing Agency: VTA

TCRP Allocation Requested Concurrently with Application: **\$0**

for Phase(s): N/A

TCRP allocations to date: **\$22,000**

for Phase(s): 4

Advance requested: \$0

for Phase(s): N/A

LONP Requested Concurrently with Application: **\$0**

for Phase(s): N/A

**Project Summary:** The overall project to expand Caltrain service from the existing Tamien Station in San Jose to Gilroy includes capital improvements such as, a second main track (where not currently provided) to create significant lengths of double track; track cross-overs and signaling to facilitate efficient passenger and freight use of the two main tracks; rehabilitation and upgrading of the existing track to improve speeds and passenger comfort; improvements at railroad grade crossings; new passenger boarding platforms in conjunction with the new track, including station amenities (e.g., shelters, landscaping); station access provisions for pedestrians, including possible grade separated pedestrian facilities; and, additional passing and storage tracks needed to efficiently operate passenger and freight service. The overall project will be implemented in three subprojects:

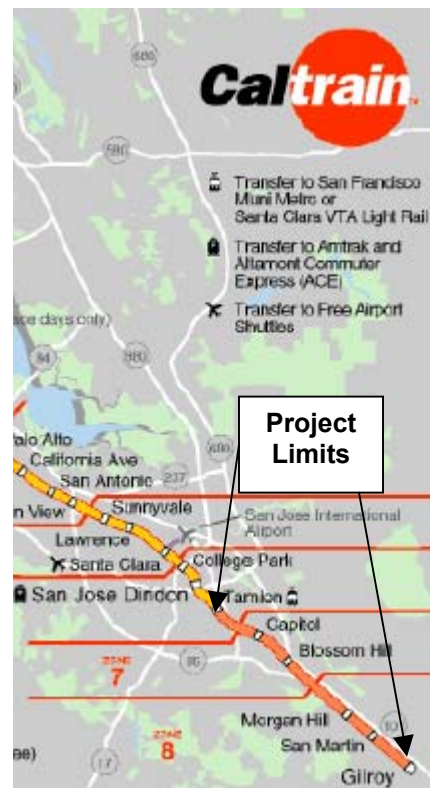
- Sub-project #7.1 - Second main track between Tamien and Lick, and other improvements between Tamien and Coyote Valley area (TCRP = \$22,000,000; Local = \$1,101,000; Total = \$23,101,000)
- Sub-project #7.2 - Platform Modifications and Gilroy Storage Tracks (TCRP = \$6,500,000; Local = \$2,019,000; federal = \$12,000,000; Total = \$20,519,000)
- Sub-project #7.3 - Other Improvements to be specifically defined through negotiations with UPRR (TCRP = \$26,500,000; Local = \$29,053,000; Total = \$55,553,000).

The total estimated cost for the three sub-projects is \$99,173,000, including \$55,000,000 of TCRP funding. NOTE: The proposed funding identified for Segments 2 and 3 are planning estimates only.

Sub-Project #7.1 includes: a second main track for 2.6 miles between Tamien and the Lick control point, where an existing double track segment begins, and track connections, cross-overs, bridge modifications, utility relocation, and signaling to create a fully effective double track line from Tamien (MP 49.1) to Coyote Valley area (approx. MP 60.0).

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Change:** The schedule delay has been caused because the second of two major contracts (signal system work) encountered problems in late 2003. Unanticipated problems associated with the signal system design resulted in project completion delays. VTA is requesting a six-month project completion extension.



**Cost and Schedule** (\$ x 1,000)

| <i>Phase</i>  | <i>Scope</i>                        | <i>Start</i> | <i>End</i>                      | <i>Cost</i> |
|---------------|-------------------------------------|--------------|---------------------------------|-------------|
| 1             | Environmental Clearance and Permits | 8/01         | 1/02                            | \$1         |
| 2             | Plans, Specifications and Estimates | 8/01         | 4/02                            | \$1,100     |
| 3             | Right of Way Acquisition            |              |                                 |             |
| 4             | Construction                        | 4/02         | <b>12/04</b><br><del>8/03</del> | \$22,000    |
| <b>Total:</b> |                                     |              |                                 | \$23,101    |

**Funding Plan** (\$ x 1,000)

| <i>Source</i> | <i>Type</i>    |                | <i>Phase 1</i> | <i>Phase 2</i> | <i>Phase 3</i> | <i>Phase 4</i> | <i>Total</i> |
|---------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| TCRP          | State          | Committed      |                |                |                | \$22,000       | \$22,000     |
|               |                | Proposed       |                |                |                |                |              |
| Measure B     | Measure        | Committed      | \$1            | \$1,100        |                |                | \$1,101      |
|               |                | Proposed       |                |                |                |                |              |
|               | <b>Totals:</b> | Committed      | \$1            | \$1,100        |                | \$22,000       | \$23,101     |
|               |                | Proposed       |                |                |                |                |              |
|               |                | <b>Totals:</b> | \$1            | \$1,100        |                | \$22,000       | \$23,101     |

**Prior TCRP Action:** Original application was approved on January 23, 2002 (Resolution TA-02-01). A minor amendment to update the end date for Phase 2 (Plans, Specifications & Estimates) to April 2002, and the end date for Phase 4 (Construction) to August 2003 was approved April 2002.

**Status of Conditions:** No conditions set for this project under Resolution TA-02-01.

**Discussion/Issues:** No issues. Project is statutorily exempt under CEQA. Regional Transportation Plan documentation on file.

The Department of Transportation recommends that the Commission approve action on this request.



**TCRP Program – Application Amendment Project #20.1****Regional San Francisco Muni Third Street Light Rail; extend third Street line to Chinatown (tunnel) in the City and County of San Francisco.**

(\$ X 1,000)

|                             |   |  |  |
|-----------------------------|---|--|--|
| Estimated Project Cost:     | \$520,700   | TCRP Funds covered by the application: | <b>\$126,000</b>                                 |
| TCRP Fund – Subproject      | \$126,000   | Phases(s) covered in application:      | 4  |
| TCRP Funds for Project #20: | \$140,000   | TCR Funds Previously Approved for 20.1 | \$126,000  |
| Lead Agency:                | San Francisco<br>Municipal<br>Transportation Agency | Implementing Agency:                   | San Francisco County<br>Transportation Authority |

TCRP Allocation Requested Concurrently with Application: **\$0**

for Phase(s): N/A

TCRP allocations to date: **\$126,000**

for Phase(s): 4

Advance requested: \$0

for Phase(s): N/A

LONP Requested Concurrently with Application: **\$0**

for Phase(s): N/A

**Project Summary:**

The overall Third Street Light Rail project will extend the Third Street rail line to Chinatown (tunnel) in the City and County of San Francisco. The overall project will be constructed in two sub-projects:

- **Sub-Project #20.1 - Initial Operating Segment** (Total cost: \$520,700,000, including \$126,000,000 in TCR funds);
- Sub-Project #20.2 - Central Subway (Total cost: \$647,300,000, including \$14,000,000 in TCR funds).

Note: The SF MUNI will use TCRP funds for construction activities on Segment 1 Initial Operating Segment, preliminary engineering for Segment 2 Control Subway, and the three LRVs for Segment 2. SF MUNI is proposing to use Local sales tax measure funds and federal New Rail Starts (Section 5309) funds to construct Segment 2 – Central Subway.

Sub-Project #20.1, the Initial Operating Segment, consists of a new light rail line from 4<sup>th</sup> and King Streets to the Bayshore Caltrain Station, the construction of a maintenance facility, and the procurement of 15 new light rail vehicles (LRVs).

**Amendment Summary:** This amendment updates project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** The schedule delay has been caused due to many factors. The largest source of project delay has been the decision to use Construction Manager/General Contractor (CM/GC) method for construction in direct response to the community's strong advocacy for an increased level of contract opportunities for small and disadvantaged contractors. Other reasons are listed in the application amendment.



**Cost and Schedule** (\$ x 1,000)

| Phase         | Scope  | Start | End                             | Cost                                     |
|---------------|--|-------|---------------------------------|--|
| 1             | Environmental Review - EIR/EIS                               | 10/96 | 3/99                            | \$14,000                                 |
| 2             | Preliminary Engineering, Final Design and Project Management | 10/99 | 7/02                            | <b>\$50,200</b>                          |
|               |  |       |                                 | <del>\$35,800</del>                      |
| 3             | Right of Way Acquisition                                     | 11/99 | <b>12/04</b><br><del>9/02</del> | \$26,600                                 |
| 4             | Vehicle Procurement and Construction                         | 11/01 | <b>9/06</b><br><del>5/04</del>  | <b>\$492,500</b><br><del>\$444,300</del> |
| <b>Total:</b> |  |       |                                 | <b>\$583,300</b><br><del>\$520,700</del> |

**Funding Plan** (\$ x 1,000)

| Source                     | Type           |           | Phase 1  | Phase 2                                | Phase 3  | Phase 4                                  | Total                                    |
|----------------------------|----------------|-----------|----------|--|----------|--|--|
| TCRP                       | State          | Committed |          |  |          | \$126,000                                | \$126,000                                |
|                            |                | Proposed  |          |  |          |  |  |
| Prop B                     | Measure        | Committed | \$14,000 | <b>\$44,100</b><br><del>\$35,800</del> | \$26,600 | <b>\$190,600</b><br><del>\$177,400</del> | <b>\$275,300</b><br><del>\$253,800</del> |
|                            |                | Proposed  |          |  |          |  |  |
| Section 5309<br>Fixed Gdwy | Federal        | Committed |          |  |          | \$46,100                                 | \$46,100                                 |
|                            |                | Proposed  |          |  |          |  |  |
| STIP-RIP                   | State          | Committed |          |  |          | \$64,070                                 | \$64,070                                 |
|                            |                | Proposed  |          |  |          |  |  |
| CMAQ/STP                   | Federal        | Committed |          |  |          | <b>\$7,300</b><br><del>\$2,500</del>     | <b>\$7,300</b><br><del>\$2,500</del>     |
|                            |                | Proposed  |          |  |          | \$2,500                                  | \$2,500                                  |
| Impact Fees                | Local          | Committed |          | <b>\$6,100</b>                         |          | <b>\$23,900</b><br><del>\$9,300</del>    | <b>\$30,000</b><br><del>\$9,300</del>    |
|                            |                | Proposed  |          |  |          | \$25,730<br><del>\$25,730</del>          | <del>\$25,730</del>                      |
| Utility/Var                | Local          | Committed |          |  |          | <b>\$22,630</b>                          | <b>\$22,630</b>                          |
|                            |                | Proposed  |          |  |          |  |  |
|                            | <b>Totals:</b> | Committed | \$14,000 | <b>\$50,200</b><br><del>\$35,800</del> | \$26,600 | <b>\$480,600</b><br><del>\$416,070</del> | <b>\$571,400</b><br><del>\$492,470</del> |
|                            |                | Proposed  |          |  |          | <b>\$11,800</b><br><del>\$28,230</del>   | <b>\$11,800</b><br><del>\$28,230</del>   |
|                            | <b>Totals:</b> |           | \$14,000 | <b>\$50,200</b><br><del>\$35,800</del> | \$26,600 | <b>\$492,400</b><br><del>\$444,300</del> | <b>\$583,200</b><br><del>\$520,700</del> |

**Prior TCRP Action:**

- Original application was approved on July 11, 2001 (Resolution TA-01-11).
- A minor amendment to update the end date for Phase 2 (Plans, Specifications & Estimates) and Phase 3 (Right of Way Acquisition) was approved April 2002.

**Status of Conditions:**

Conditions set forth for this project in Resolution TA-01-11 have been met.

**Discussion/Issues:**

No issues. Regional Transportation Plan documentation is on file. CTC reviewed the Final EIR/EIS and approved the project for future consideration of funding in August 2001, under Resolution E-02-07.

The Department of Transportation recommends that the Commission approve action on this request.

**TCRP Program – Application Amendment Project #27.2****Alameda/Contra Costa    Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties.**

(\$ X 1,000)

Estimated Project Cost: \$3,000

**TCRP Funds Allocated To Date: \$3,000**

TCRP Funds – Subproject #27.2: \$3,000

Phases(s) Approved To Date: All

TCRP Funds for Project #27: \$11,000

TCRP Funds Previously Approved for 27.2 \$3,000

Lead Agency: Alameda County  
Congestion Management  
Agency

Implementing Agency: City of Livermore

**TCRP Allocation Requested Concurrently with Application: \$0**

for Phase(s): N/A

**TCRP allocations to date: \$1,796**

for Phase(s): 1,2,3

**Advance requested: \$0**

for Phase(s): N/A

**LONP Requested Concurrently with Application: \$0**

for Phase(s): N/A

**Project Summary:**

The overall Vasco Road Safety and Transit Enhancement project consists of three separate sub-projects to provide improved access to the Altamont Commuter Express (ACE) rail service. Each sub-project will be covered under separate project applications. The three sub-projects are:

- Sub-Project #27.1, straighten Vasco Road (\$6.5 million of TCRP funding, total cost of \$13.5 million);
- **Sub-Project #27.2**, improvements to the Vasco Road commuter parking facility for the ACE platform station (\$3 million of TCRP funding, total cost \$3.0 million); and
- Sub-Project #27.3, Parking Structure for Valley Center Project (\$1.5 million of TCRP funding, total cost of \$8.5 million).



**Sub-Project #27.2** will provide funding to construct approximately 300 additional parking spaces at the existing Altamont Commuter Express (ACE) station at Vasco Road for use by ACE riders and Livermore Amador Valley Transportation Agency (LAVTA) commuters. The existing lot consists of 80 spaces and fills up quickly, resulting in passengers parking on surrounding streets.

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** The delay to the ROW phase has substantially impacted the project schedule. The agreement for TCRP funds for the ROW phase was delayed, due to the suspension of the TCRP, which resulted in the City of Livermore not receiving an executed agreement until October 30, 2003. The City is now in negotiations for the ROW purchase. The schedule for the completion of the PS&E phase is requested to be extended as well to allow final revisions to the design based on the final ROW purchase.

**Cost and Schedule** (\$ x 1,000)

| Phase | Scope                            | Start           | End              | Cost           |
|-------|----------------------------------|-----------------|------------------|----------------|
| 1     | Environmental                    | 9/01            | 9/02             | \$25           |
|       |                                  |                 | <b>3/05</b>      |                |
| 2     | Plans, Specifications, Estimates | 11/01           | <del>10/02</del> | \$275          |
|       |                                  |                 | <b>12/04</b>     |                |
| 3     | Right of Way Acquisition         | 12/02           | <del>12/03</del> | \$1,496        |
|       |                                  | <b>3/05</b>     | <b>10/05</b>     |                |
| 4     | Construction                     | <del>3/04</del> | <del>10/04</del> | \$1,204        |
|       |                                  |                 | <b>Total:</b>    | <b>\$3,000</b> |

**Funding Plan** (\$ x 1,000)

| Source | Type           |                | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total   |
|--------|----------------|----------------|---------|---------|---------|---------|---------|
| TCRP   | State          | Committed      | \$25    | \$275   | \$1,496 | \$1,204 | \$3,000 |
|        |                | Proposed       |         |         |         |         |         |
|        | <b>Totals:</b> | Committed      | \$25    | \$275   | \$1,496 | \$1,204 | \$3,000 |
|        |                | Proposed       |         |         |         |         |         |
|        |                | <b>Totals:</b> | \$25    | \$275   | \$1,496 | \$1,204 | \$3,000 |

**Prior TCRP Action:**

- Original Application was approved on July 11, 2001 (Resolution TA-01-11).
- A minor amendment to update the project schedule for Phases 1, 2 and 3, was approved April 2002.
- A subsequent application was approved on October 3, 2002 (Resolution TA-02-13) to program Phase 4, and included an amendment to redistribute funds from Phase 1 and Phase 2 to Phase 4.
- A minor amendment was approved June 26, 2003, Resolution TAA-03-03, to update the project schedule. Additional time is needed to acquire the right of way because of the agency's inability to award third party contracts due to the suspension of the TCR funding back in December 2002.

**Status of Conditions:** No conditions.

**Discussion/Issues:** Recommend Approval.

Regional Transportation Plan documentation on file. CTC reviewed the Mitigated Negative Declaration and approved the project for future consideration of funding on August 22, 2002, under Resolution E-02-40.

The Department of Transportation recommends that the Commission approve action on this request.

**TCRP Program – Application Amendment Project #28****Contra Costa      Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.**

(\$ X 1,000)

|                                |                 |   |                |
|--------------------------------|-----------------|---|----------------|
| <i>Estimated Project Cost:</i> | <b>\$11,515</b> | <i>TCRP Funds covered by the application:</i> | <b>\$5,000</b> |
|--------------------------------|-----------------|---|----------------|

|                                    |                |   |              |
|------------------------------------|----------------|---|--------------|
| <i>Total TCRP Funds Available:</i> | <b>\$5,000</b> | <i>Phase(s) covered in application:</i> | <b>2,3,4</b> |
|------------------------------------|----------------|---|--------------|

|  |                |
|--|----------------|
| <i>TCRP Funds Previously Approved for 28</i> | <b>\$5,000</b> |
|--|----------------|

|                     |                         |                             |             |
|---------------------|-------------------------|-----------------------------|-------------|
| <i>Lead Agency:</i> | <b>City of Richmond</b> | <i>Implementing Agency:</i> | <b>Same</b> |
|---------------------|-------------------------|-----------------------------|-------------|

**TCRP Allocation Requested Concurrently with Application: \$0**

for Phase(s): N/A

**TCRP allocations to date: \$680**

for Phase(s): 2

**Advance requested: \$350**

for Phase(s): 2,4

**LONP Requested Concurrently with Application: \$0**

for Phase(s): N/A

**Project Summary:** The project is to construct an 800 space Bay Area Rapid Transit (BART) parking garage at the Richmond BART Station. The new garage will allow for the development of a mix-use transit village where the current BART surface parking lot is located. The new parking garage is to be built on BART land and will be owned and maintained by BART. All of the parking spaces within the parking garage will be used exclusively for transit users (BART and Capitol Corridor), with the exception of 45 spaces to be used by the patrons of the retail stores. The current surface parking lot has 406 spaces.

The overall transit village is a mixed-use pedestrian-oriented development comprised of a variety of elements, including: 231 for-sale townhouse units; approximately 20,000 sq. ft. of retail space; a 30,000 sq. ft. cultural arts facility; an AC Transit bus transfer station; a 3,400 sq. ft. transit station building; pedestrian plazas; center boarding platform for Amtrak patrons; and a parking structure.



**Amendment Summary:** This amendment updates project schedule and funding plan (non-TCRF). Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** The schedule delay has been caused by uncertainty of TCRP funding availability. Consequently, given the lack of TCRP funding for the preparation of design/build specifications, the bidding, award and construction of the parking structure has been delayed. However, it should be noted that the balance of the Transit Village project is moving forward including the first phase of housing totaling 132 units.

| Phase         | Scope   | Start                          | End                             | Cost                                   |
|---------------|---|--------------------------------|---------------------------------|--|
| 1             | Environmental – IN HOUSE  | 9/01                           | 5/02                            | \$15                                   |
| 2             | Complete final garage design and prepare final specifications and 100% drawing. | <b>7/04</b><br><del>5/02</del> | <b>1/05</b><br><del>10/03</del> | \$680                                  |
| 3             | Right of Way Acquisition - N/A  |                                |                                 |  |
|               |   | <b>3/05</b>                    | <b>9/06</b>                     | <b>\$10,320</b>                        |
| 4             | Bid and Construct 800 space parking garage                                      | <del>11/03</del>               | <del>6/05</del>                 | <del>\$10,820</del>                    |
| <b>Total:</b> |   |                                |                                 | <b>\$11,015</b><br><del>\$11,515</del> |

**Funding Plan** (\$ x 1,000)

| Source             | Type    |           | Phase 1 | Phase 2 | Phase 3 | Phase 4  | Total    |
|--------------------|---------|-----------|---------|---------|---------|----------|----------|
| TCRP               | State   | Committed |         | \$680   |         | \$4,320  | \$5,000  |
|                    |         | Proposed  |         |         |         |          |          |
| Section 108<br>ED1 | Federal | Committed |         |         |         | \$4,000  | \$4,000  |
|                    |         | Proposed  |         |         |         | \$4,500  | \$4,500  |
| Local              | Local   | Committed | \$15    |         |         |          | \$15     |
|                    |         | Proposed  |         |         |         |          |          |
| STIP-RIP           | State   | Committed |         |         |         | \$2,000  | \$2,000  |
|                    |         | Proposed  |         |         |         |          |          |
|                    | Totals: |           |         |         |         | \$10,320 | \$11,015 |
|                    |         | Committed | \$15    | \$680   |         | \$10,820 | \$11,515 |
|                    |         | Proposed  |         |         |         |          |          |
|                    |         | Totals:   | \$15    | \$680   |         | \$10,320 | \$11,015 |
|                    |         |           |         |         |         | \$10,820 | \$11,515 |

**Prior TCRP Action:**

- Original Application was approved on March 28, 2001 (Resolution TA-01-06).
- A minor amendment was approved October 2001 to extend the completion date for Phase 2.
- A second application for Phase 4 funding was approved July 18, 2002 (Resolution TA-02-10).
- An advance of \$100,000 for Phase 2 and \$250,000 for Phase 4 once construction is underway, was also approved, as well as a minor amendment to update the project schedule for Phase 1 and Phase 2.
- A minor amendment was approved June 26, 2003, Resolution TAA-03-03, to extend project completion by one fiscal year. Additional time is needed due to the agency's inability to award third party contracts, per December 17, 2002, directive.

**Status of Conditions:** The following condition was set forth under Resolution TA-01-06, as amended by Resolution TA-02-10:

- Prior to the submittal of an allocation request for construction, the City of Richmond must coordinate with Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) to develop a parking management plan that, among other requirements, provides for procedures to ensure that 755 single, non-tandem designated parking spaces are for the exclusive use of BART and Capitol Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking.

The following conditions were set forth under Resolution TA-02-10:

- ~~Allocation of funds for Phase 4 (Construction) is contingent upon review of the final environmental document by the CTC and approval of project for future consideration of funding. – Condition met~~
- Allocation of funds for Phase 4 (Construction) is contingent upon the City of Richmond identifying fully-funded usable segments. - **Funding Plan now shows all funds committed.**

**Discussion/Issues:** Regional Transportation Plan documentation is on file. The CTC reviewed the Mitigated Neg Dec and approved the project for future consideration of funding on July 18, 2002, under Resolution E-02-33.

The Department of Transportation recommends that the Commission approve action on this request.



**TCR Program – Application Amendment Project #37.2****Los Angeles Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County.....**

(\$ X 1,000)

|                                       |  |  |            |
|---------------------------------------|--|--|------------|
| <i>Estimated Project Cost:</i>        | <b>\$631,500</b>   | <i>TCRP Funds Covered by Application:</i>      | <b>\$0</b> |
| <i>TCRP Funds – Subproject #37.2:</i> | \$69,100   | <i>Phases(s) Covered by Application:</i>       | All        |
| <i>TCRP Funds for Project #37:</i>    | \$256,000  | <i>TCR Funds Previously Approved for #37.2</i> | \$25,000   |
| <i>Lead Agency:</i>                   | Los Angeles County<br>Metropolitan<br>Transportation Authority<br>(LACMTA) | <i>Implementing Agency:</i>                    | Same       |

**TCRP Allocation Request Concurrent with Application: \$0**

for Phase(s): N/A

**Advance Requested: \$0**

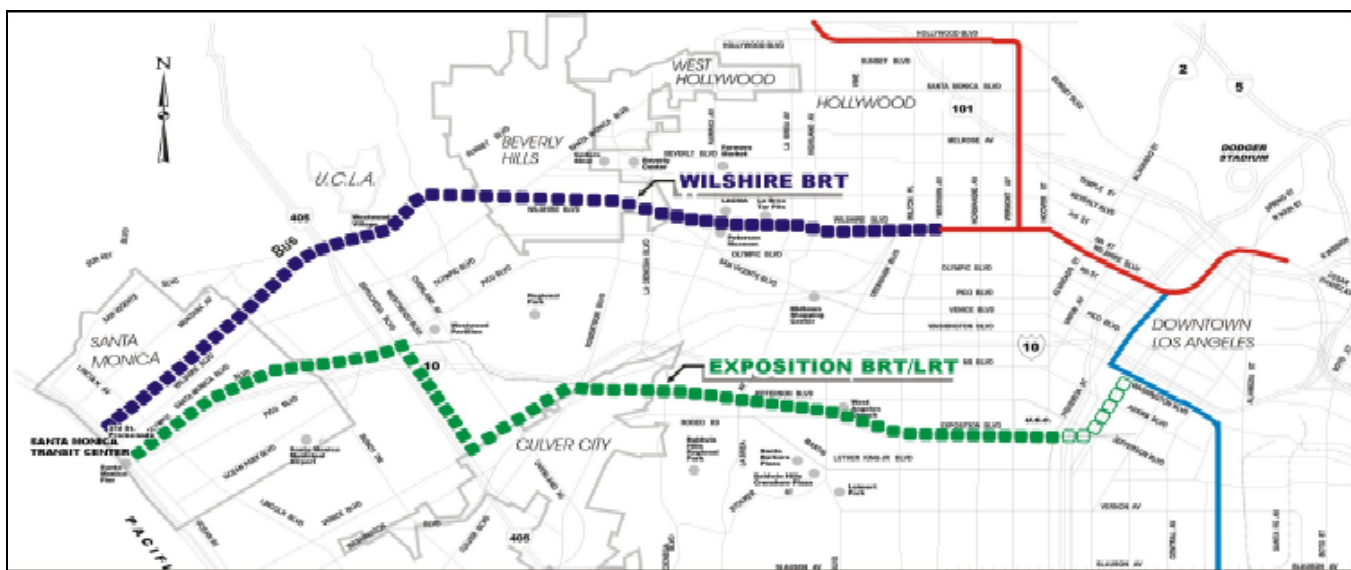
for Phase(s): N/A

**TCRP Allocations to Date: \$11,000**

for Phase(s): 1

**LONP Approved to Date: \$14,000**

for Phase(s): 1



**Project Summary:** The purpose of the Los Angeles Mid-City Transit Improvements project is to build a light rail transit (LRT) or bus rapid transit (BRT) system along the Mid-City/Westside/Exposition corridors in Los Angeles County. The project will be implemented to two sub-projects.

- Sub-Project #37.1 – BRT system along Wilshire Boulevard
- **Sub-Project #37.2** – LRT system along Exposition Boulevard

Sub-Project #37.2 – the Mid-City LRT along Exposition Boulevard, will serve as a major east-west route connecting downtown Los Angeles to the University of Southern California and West Los Angeles ending at Venice/Robertson Boulevards. The LRT will start at the existing Metro Red Line 7<sup>th</sup>/Flower station, branching off the existing Blue Line at Washington Boulevard and Hill Street. The LRT will proceed south on Hill Street in mixed traffic to the LACMTA owned Exposition right-of-way, purchased in 1991 in anticipation of this project, where it will continue 7.7 miles to Venice/Robertson Boulevards. The LACMTA is proposing to construct this project using the design/build approach.

**Amendment Summary:** This application amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Change:** The temporary suspension of TCRF allocation has impacted project schedule, resulting in a delay.

*Note: Activities, such as Studies and the Draft EIR/EIS, were completed in conjunction with other projects in the region, prior to approval of this application, therefore costs associated with completing those activities are not reflected in the funding plan.*

| Phase         | Scope  | Start                    | End                      | Cost      |
|---------------|--|--------------------------|--------------------------|-----------|
| 1             | Environmental Review, Permits, Prelim Engineering  | 5/00                     | <del>6/06</del><br>7/04  | \$25,000  |
| 2             | Plans, Specifications and Estimates - Final Design | <del>7/07</del><br>8/04  | <del>12/09</del><br>8/05 | \$25,000  |
| 3             | Right of Way Acquisition                           | <del>2/09</del><br>11/03 | <del>2/10</del><br>11/04 | \$4,700   |
| 4             | Construct Design/Build Contract                    | <del>1/10</del><br>8/04  | <del>9/12</del><br>6/10  | \$458,800 |
|               | Light Rail Vehicle Acquisition                     |                          |                          | \$118,000 |
| <b>Total:</b> |  |                          |                          | \$631,500 |

**Funding Plan (\$ x 1,000)**

| Source          | Type    |           | Phase 1  | Phase 2  | Phase 3   | Phase 4   | Total     |
|-----------------|---------|-----------|----------|----------|-----------|-----------|-----------|
| TCRP            | State   | Committed | \$25,000 |          |           |           | \$25,000  |
|                 |         | Proposed  |          | \$5,200  |           | \$38,900  | \$44,100  |
| PC25%           | Measure | Committed |          |          |           | \$60,600  | \$60,600  |
|                 |         | Proposed  |          |          |           |           |           |
| RSTP            | Federal | Committed |          |          |           | \$39,900  | \$39,900  |
|                 |         | Proposed  |          |          |           |           |           |
| 5309 New Starts | Federal | Committed |          |          |           |           |           |
|                 |         | Proposed  | \$19,800 | \$4,700  | \$291,100 | \$315,600 |           |
| CMAQ            | Federal | Committed |          |          |           | \$34,100  | \$34,100  |
|                 |         | Proposed  |          |          |           |           |           |
| STIP - RIP      | State   | Committed |          |          |           |           |           |
|                 |         | Proposed  |          |          |           | \$112,200 | \$112,200 |
|                 | Totals: | Committed | \$25,000 |          |           | \$134,600 | \$159,600 |
|                 |         | Proposed  |          | \$25,000 | \$4,700   | \$442,200 | \$471,900 |
|                 |         | Totals:   | \$25,000 | \$25,000 | \$4,700   | \$576,800 | \$631,500 |

**AB 1335 Letter Funding Plan (\$ x 1,000)**

| Source     | Type  |                | Phase 1  | Phase 2 | Phase 3 | Phase 4 | Total    |
|------------|-------|----------------|----------|---------|---------|---------|----------|
| Prop C 25% | Local | <b>Totals:</b> | \$14,000 |         |         |         | \$14,000 |
|            |       | <b>Totals:</b> | \$14,000 |         |         |         | \$14,000 |

**Prior TCRP Action:**

- Original application for Project #37 (now known as Sub-Project #37.1) was approved on January 18, 2001 (Resolution TA-01-01), for Phase 1 – Environmental Review and Permits.
- A subsequent application was approved on May 9, 2002, under Resolution TA-02-06, to split the project into two sub-projects and program Phase 1 – Environmental Review and Permits, for **Sub-Project #37.2** – Mid-City LRT system along Exposition Boulevard, to complete the Final Environmental Impact Report/Statement and start Preliminary Engineering.
- An application amendment was approved, on September 25, 2003 (Resolution TAA 03-10) to program an additional \$14,000,000, for a total of \$25,000,000, for Phase 1 – Environmental (ENV), and update the schedule for Phase 1 - ENV, and update the overall project financial plan. An AB 1335 Letter of No Prejudice in the amount of \$14,000,000 for Phase 1 was approved (TL-03-01) as well.

**Status of Conditions:** No conditions.

**Discussion/Issues:** Phase 1 is currently underway. Due to the financial uncertainties of TCR funds, alternative funding has been identified to enable Phase 1 activities to continue on schedule. The MTA will use Local Prop C 25% funds to complete Phase 1-ENV. However, should TCR funds become available in the future, the MTA wishes to be reimbursement for any and all eligible expenses related to Phase 1-ENV activities.

The Department of Transportation recommends that the Commission approve action on this request.



**TCRP Program – Application Amendment Project #48**

**Los Angeles**      **Route 101; corridor analysis and PSR to improve corridor from Route 170 (North Hollywood Freeway) to Route 23 in Thousand Oaks (Ventura County) in Los Angeles and Ventura Counties.**

(\$ X 1,000)

|                                    |          |   |   |
|------------------------------------|----------|---|---|
| <i>Estimated Project Cost:</i>     | \$4,500  | <i>TCRP Funds covered by the application:</i> | <b>\$3,000</b>  |
| <i>Total TCRP Funds Available:</i> | \$3,000  | <i>Phases(s) covered in application:</i>      | Study   |
|                                    |          | <i>TCR Funds Previously Approved for 48</i>   | \$3,000   |
| <i>Lead Agency:</i>                | Caltrans | <i>Implementing Agency:</i>                   | Los Angeles County<br>Metropolitan<br>Transportation Authority<br>(MTA) |

**TCRP Allocation Requested Concurrently with Application: \$0**

*for Phase(s):* N/A

**TCRP allocations to date: \$3,000**

*for Phase(s):* 1

*Advance requested:* \$0

*for Phase(s):* N/A

**LONP Requested Concurrently with Application: \$0**

*for Phase(s):* N/A

**Project Summary:**

This project is to conduct a Corridor Study to identify transportation improvements to the US 101 freeway, adjacent parallel facilities and other modes. Corridor analysis includes Data Collection, Developing Alternative Analysis, (modeling, Environmental Evaluation, Costs, etc.) & Public Outreach Program. Upon identifying a preferred alternative, the consultant will prepare PSRs/PSR equivalent documents for the most critically needed improvements.

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** As a result of issues raised relating to ROW impacts, several months have been used in refining proposed improvements and building consensus among communities and policy makers. Therefore, more time is needed to complete scope of work.

**Cost and Schedule** (\$ x 1,000)

| <b>Phase</b>  | <b>Scope</b>              | <b>Start</b> | <b>End</b>                     | <b>Cost</b> |
|---------------|---------------------------|--------------|--------------------------------|-------------|
| 1             | Conduct Corridor Analysis | 9/00         | <b>6/05</b><br><del>4/04</del> | \$4,500     |
| <b>Total:</b> |                           |              |                                | \$4,500     |

**Funding Plan** (\$ x 1,000)

| <b>Source</b>               | <b>Type</b>    |                | <b>Phase 1</b> | <b>Phase 2</b> | <b>Phase 3</b> | <b>Phase 4</b> | <b>Total</b> |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| TCRP                        | State          | Committed      | \$3,000        |                |                |                | \$3,000      |
|                             |                | Proposed       |                |                |                |                |              |
| Consolidated Planning Grant | State          | Committed      | \$1,000        |                |                |                | \$1,000      |
|                             |                | Proposed       |                |                |                |                |              |
| MTA - Prop C                | Measure        | Committed      | \$500          |                |                |                | \$500        |
|                             |                | Proposed       |                |                |                |                |              |
|                             | <b>Totals:</b> | Committed      | \$4,500        |                |                |                | \$4,500      |
|                             |                | Proposed       |                |                |                |                |              |
|                             |                | <b>Totals:</b> | \$4,500        |                |                |                | \$4,500      |

**Prior TCRP Action:** Original Application was approved on September 28, 2000 (Resolution TA-00-01).

**Status of Conditions:** No conditions set for this project under Resolution TA-00-01.

**Discussion/Issues:** No issues.

The Department of Transportation recommends that the Commission approve action on this request.

**TCR Program – Application Amendment Project #75.1****San Diego San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.**

(\$ X 1,000)

|                                       |   |  |                 |
|---------------------------------------|---|--|-----------------|
| <i>Estimated Project Cost:</i>        | \$22,700  | <i>TCRP Funds covered by application:</i>      | <b>\$21,000</b> |
| <i>TCRP Funds – Subproject #75.1:</i> | \$21,000  | <i>Phases(s) covered by application:</i>       | 4               |
| <i>TCRP Funds for Project #75:</i>    | \$30,000  | <i>TCRP Funds Previously Approved for 75.1</i> | \$21,000        |
| <i>Lead Agency:</i>                   | San Diego Metropolitan<br>Transit Development Board<br>(SDMTDB) | <i>Implementing Agency:</i>                    | Same            |

**TCRP Allocation Requested Concurrently with Application: \$0***for Phase(s):* N/A**TCRP allocations to date: \$21,000***for Phase(s):* 4**Advance requested: \$10,000***for Phase(s):* 4**LONP Requested Concurrently with Application: \$0***for Phase(s):* N/A**Project Summary:**

The overall purpose of the San Diego Transit Buses project is to provide for the procurement of alternative fuel buses for capacity expansion; the replacement of older model higher emissions vehicles; and reduction in maintenance costs of the old vehicles for the San Diego Metropolitan Transit Development Board and North County Transit District systems. For purposes of implementation, this project has been split into two projects:

- Sub-Project #75.1 – Acquire CNG buses, purchase three fueling facilities, and expand one fueling facility (Total = \$22,700,000, including TCRP = \$21,000,000; CMAQ = \$1,360,000; Other = \$340,000), and
- Sub-Project #75.2 – Acquire CNG buses and passenger transit vans (Total = \$12,400,000, including TCRP = \$9,000,000; STA = \$720,000; Federal = \$2,680,000).

Sub-Project #75.1 is for the SDMTDB project, which consists of the purchase of approximately 54 CNG buses (\$17,540,000) and three existing CNG fueling facilities (\$3,000,000), currently owned by San Diego Gas and Electric Company, as well as the expansion of one of these facilities (\$800,000) to provide for greater fueling capacity required to fuel the expanded CNG fleet. Of the 54 CNG buses to be purchased, 38 buses will replace buses that are nearing or have exceeded their useful life; 16 buses will be for new or expanded service within the MTDB service area.

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Change:** The schedule delay has been caused due to the uncertainty of TCRF availability. As shown in the funding plan, TCRF constitute a significant component in the financing of this project. A conservative approach by MTS in managing TCRP projects resulted in some delays.

**Cost and Schedule** (\$ x 1,000)

| <i>Phase</i>  | <i>Scope</i>   | <i>Start</i>                   | <i>End</i>                      | <i>Cost</i> |
|---------------|--|--------------------------------|---------------------------------|-------------|
| 1             | Environmental Clearance - Completed In House                               |                                |                                 |             |
| 2             | Bus Bid Preparation, Design for Fueling Station<br>Expansion - In-House    | 7/01                           | <b>7/04</b><br><del>9/01</del>  |             |
| 3             | Right of Way Acquisition   |                                |                                 |             |
| 4             | Bus Acquisition, Fueling Station Acquisition, Fueling<br>Station Expansion | <b>9/04</b><br><del>9/01</del> | <b>6/05</b><br><del>12/03</del> | \$22,700    |
| <b>Total:</b> |  |                                |                                 | \$22,700    |

**Funding Plan** (\$ x 1,000)

| Source           | Type    |           | Phase 1 | Phase 2 | Phase 3 | Phase 4  | Total    |
|------------------|---------|-----------|---------|---------|---------|----------|----------|
| TCRP             | State   | Committed |         |         |         | \$21,000 | \$21,000 |
|                  |         | Proposed  |         |         |         |          |          |
| CMAQ             | Federal | Committed |         |         |         | \$1,360  | \$1,360  |
|                  |         | Proposed  |         |         |         |          |          |
| APCD<br>(AB2766) | Federal | Committed |         |         |         | \$340    | \$340    |
|                  |         | Proposed  |         |         |         |          |          |
|                  | Totals: | Committed |         |         |         | \$22,700 | \$22,700 |
|                  |         | Proposed  |         |         |         |          |          |
|                  |         | Totals:   |         |         |         | \$22,700 | \$22,700 |

**Prior TCRP Action:** Original application was approved on July 11, 2001 (Resolution TA-01-11).

**Status of Conditions:** Both conditions set forth by the CTC under Resolution TA-01-11 have been met.

**Discussion/Issues:** No Issues. Bus acquisition is statutorily exempt under CEQA. The CTC took action on the Mitigated Negative Declaration for the fueling facilities element under Resolution E-02-03. Regional Transportation Plan documentation on file.

The Department of Transportation recommends that the Commission approve action on this request.

**TCR Program – Application Amendment Project #78****San Diego East Village access; improve access to light rail from new in-town East Village development in San Diego County.**

(\$ X 1,000)

*Estimated Project Cost:* \$29,225*Total TCRP Funds Available:* \$15,000*Lead Agency:*Metropolitan Transit  
Development Board  
(MTDB)*TCRP Funds covered by application:* **\$15,000***Phases(s) covered by application:* All*TCRP Funds Previously Approved for 78* \$15,000*Implementing Agency:*

MTDB

*TCRP Allocation Requested Concurrently with Application:* **\$0***for Phase(s):* N/A*TCRP allocations to date:* **\$15,000***for Phase(s):* 2,4*Advance requested:* **\$0***for Phase(s):* N/A*LONP Requested Concurrently with Application:* **\$0***for Phase(s):* N/A**Project Summary:**

The overall project will construct station platform improvements; double tracking; passenger amenities; track realignment and related hardscape (e.g., asphalt, fencing, etc.); catenary's poles, lighting, and landscape work at and between four existing light rail transit (LRT) stations in the East Village area of downtown San Diego. The four stations are: Gaslamp Quarter; Bayside/12<sup>th</sup> & Market; and City College stations.

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** The construction of the City College Station sub-project of the overall East Village Stations project is contingent of Centre City Development Corporation (CCDC) completing its buildings. The CCDC process involved a developer RFP which took longer than anticipated to negotiate. In anticipation of this CCDC work, however, construction can proceed middle of 2004.

**Cost and Schedule** (\$ x 1,000)

| <b><i>Phase</i></b>  | <b><i>Scope</i></b>   | <b><i>Start</i></b>            | <b><i>End</i></b>               | <b><i>Cost</i></b> |
|----------------------|---|--------------------------------|---------------------------------|--------------------|
| 1                    | Prepare and complete environmental documents and clearance (Notices of Determination, Categorical Exemptions, etc.). Obtain Coastal Development Permit. | 7/00                           | 1/01                            | \$116              |
| 2                    | Design of all station, track way, and right-of-way enhancements   | 9/00                           | 1/01                            | \$1,832            |
| 3                    | Potential easement from BNSF at Gaslamp Station and from CCDC at City College Station   | 9/00                           | 4/01                            | \$2,400            |
| 4                    | Construction of all track, platform, and right-of-way work from Gaslamp north up to the limits of City College Station                                  | 6/01                           | <b>12/05</b><br><del>9/03</del> | \$19,954           |
| 4                    | Construction of City College Station con-current with construction of private development   | <b>6/04</b><br><del>9/02</del> | <b>1/07</b><br><del>9/03</del>  | \$4,923            |
| <b><i>Total:</i></b> |   |                                |                                 | \$29,225           |

**Funding Plan** (\$ x 1,000)

| Source                    | Type    |           | Phase 1 | Phase 2 | Phase 3 | Phase 4  | Total    |
|---------------------------|---------|-----------|---------|---------|---------|----------|----------|
| TCRP                      | State   | Committed |         | \$382   |         | \$14,618 | \$15,000 |
|                           |         | Proposed  |         |         |         |          |          |
| Sec. 5309 -<br>New Starts | Federal | Committed |         |         |         | \$992    | \$992    |
|                           |         | Proposed  |         |         |         | \$2,000  | \$2,000  |
| Rail Mod.                 | Federal | Committed |         | \$869   |         |          | \$869    |
|                           |         | Proposed  |         |         |         |          |          |
| RIP                       | State   | Committed |         | \$93    |         | \$2,000  | \$2,093  |
|                           |         | Proposed  |         |         |         |          |          |
| TEA                       | Federal | Committed |         |         |         | \$4,584  | \$4,584  |
|                           |         | Proposed  |         |         |         |          |          |
| MTDB /<br>CCDC            | Local   | Committed | \$116   | \$488   | \$2,400 | \$683    | \$3,687  |
|                           |         | Proposed  |         |         |         |          |          |
|                           | Totals: | Committed | \$116   | \$1,832 | \$2,400 | \$22,877 | \$27,225 |
|                           |         | Proposed  |         |         |         | \$2,000  | \$2,000  |
|                           |         | Totals:   | \$116   | \$1,832 | \$2,400 | \$24,877 | \$29,225 |

**Prior TCRP Action:** Original application was approved on November 1, 2000 (Resolution TA-00-02).

**Status of Conditions:** No conditions were set for this project under Resolution TA-00-02.

**Discussion/Issues:** No Issues. Project is categorically exempt under CEQA. Regional Transportation Plan documentation is on file.

The Department of Transportation recommends that the Commission approve action on this request.

**TCR Program – Application Amendment Project #139.2****San Francisco Balboa Park BART Station; phase I expansion.**

(\$ X 1,000)

*Estimated Project Cost:* \$10,075*TCRP Funds – Subproject #139.2:* \$540*TCRP Funds for Project #139:* \$6,000*Lead Agency:* San Francisco  
Bay Area Rapid Transit  
District (BART)*TCRP Funds covered by application:* \$0*Phases(s) covered by application:* All*TCRP Funds Previously Approved for #139.2* \$540*Implementing Agency:* BART*TCRP Allocation Requested Concurrently with Application:* \$0*Advance Requested:* \$0*TCRP Allocations To Date:* \$540*LONP Requested Concurrently with Application:* \$0*for Phase(s):* N/A*for Phase(s):* N/A*for Phase(s):* 2,4*for Phase(s):* N/A**Project Summary:**

The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building.

For purposes of implementation, the project has been split into two sub-projects. They are:

- Sub-Project #139.1 - BART Project Improvements (Balboa Park BART station (Segment 1) and Ocean Avenue BART station (Segment 2), Total Project = \$45,460,000, including \$5,460,000 TCRP and \$40,000,000 from other sources.);
- **Sub-Project #139.2** - MUNI Project Improvements (Historic Geneva Office Building, Total Project = \$10,075,000, including \$540,000 TCRP and \$9,535,000 from other sources.).



**Sub-Project #139.2**, MUNI Improvements to the Historic Geneva Office Building, will be implemented in two segments. Segment 1 covers building improvements and partial short-term structural stabilization improvements. Segment 2 will include long-term structural stabilization improvements.

**Amendment Summary:** This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Change:** The schedule delay has been caused because the responsibility for overseeing both the preparation of construction documents, and construction itself, has been shifted to the San Francisco Department of Recreation and Parks, which will be end-users of the building.

**Cost and Schedule - Geneva Building Improvements Segment 1 (\$ x 1,000)**

| <i>Phase</i>  | <i>Scope</i>                              | <i>Start</i> | <i>End</i>    | <i>Cost</i> |
|---------------|---|--------------|---------------|-------------|
| 1             | Historic Geneva Building Design & Reports | 1/98         | 12/98         | \$150       |
| 2             | Historic Geneva Building PS&E             | 5/00         | 12/03<br>6/03 | \$175       |
| 4             | Historic Geneva Building Construction     | 4/04<br>9/03 | 10/04<br>6/04 | \$780       |
| <b>Total:</b> |   |              |               | \$1,105     |

**Cost and Schedule - Geneva Building Improvements Segment 2 (\$ x 1,000)**

| <i>Phase</i>  | <i>Scope</i>                              | <i>Start</i> | <i>End</i> | <i>Cost</i> |
|---------------|---|--------------|------------|-------------|
| 1             | Historic Geneva Building Design & Reports |              |            |             |
| 2             | Historic Geneva Building PS&E             | 1/04         | 6/05       | \$1,370     |
| 4             | Historic Geneva Building Construction     | 9/05         | 9/07       | \$7,600     |
| <b>Total:</b> |   |              |            | \$8,970     |

**Funding Plan - Geneva Building Improvements Segment 1 (\$ x 1,000)**

| Source                | Type    |           | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total   |
|-----------------------|---------|-----------|---------|---------|---------|---------|---------|
| TCRP                  | State   | Committed |         |         |         | \$490   | \$490   |
|                       |         | Proposed  |         |         |         |         |         |
| FEMA                  | Federal | Committed | \$150   | \$100   |         | \$40    | \$290   |
|                       |         | Proposed  |         |         |         |         |         |
| STP                   | Federal | Committed |         |         |         | \$50    | \$50    |
|                       |         | Proposed  |         |         |         |         |         |
| Sales Tax             | Local   | Committed |         |         |         | \$200   | \$200   |
|                       |         | Proposed  |         |         |         |         |         |
| City of San Francisco | Local   | Committed |         | \$75    |         |         | \$75    |
|                       |         | Proposed  |         |         |         |         |         |
|                       | Totals: | Committed | \$150   | \$175   |         | \$780   | \$1,105 |
|                       |         | Proposed  |         |         |         |         |         |
|                       |         | Totals:   | \$150   | \$175   |         | \$780   | \$1,105 |

**Funding Plan - Geneva Building Improvements Segment 2 (\$ x 1,000)**

| Source    | Type    |           | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total   |
|-----------|---------|-----------|---------|---------|---------|---------|---------|
| TCRP      | State   | Committed |         | \$50    |         |         | \$50    |
|           |         | Proposed  |         |         |         |         |         |
| Sales Tax | Local   | Committed |         |         |         |         |         |
|           |         | Proposed  |         | \$370   |         |         | \$370   |
| Private   | Private | Committed |         |         |         |         |         |
|           |         | Proposed  |         | \$950   |         | \$7,600 | \$8,550 |
|           | Totals: | Committed |         | \$50    |         |         | \$50    |
|           |         | Proposed  |         | \$1,320 |         | \$7,600 | \$8,920 |
|           |         | Totals:   |         | \$1,370 |         | \$7,600 | \$8,970 |

**Prior TCRP Action:**

- Original application for Project #139 was approved September 28, 2000 (Resolution TA-00-01).
- A Major Amendment was approved February 28, 2002 (Resolution TAA-02-02) to split the project into two sub-projects, and update the project schedule and financial plan for both.
- A Major Amendment was approved June 26, 2003, Resolution TAA-03-02, to redirect funds between phases and update the project schedule. The increase in Segment 1's Phase 4 – CON costs is attributed to more extensive stabilization efforts (new roof rather than patched roof) which then required that the structural factors that make up the roof design be integrated with the seismic strengthening of both the interior and exterior walls. Additional time is needed to due to the unanticipated seismic work that was required before design could be finished.

**Status of Conditions:** No conditions.

**Discussion/Issues:** Project activities are categorically exempt under CEQA.

The Department of Transportation recommends that the Commission approve action on this request.



**CALIFORNIA TRANSPORTATION COMMISSION**  
**Approval of Traffic Congestion Relief Program**  
**Project Application Amendment**

**RESOLUTION TAA-04-05**  
**Amending Resolutions TA-00-01, TA-00-02, TA-01-11, TA-02-01,**  
**TA-02-04, TAA-03-02, TAA-03-03, and TAA-03-10**

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief (TCR) Program; and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the Commission identified those factors leading to changes in project scope, cost, and scheduled and established guidelines for agencies to submit amendments to TCR project applications in Resolution G-00-23, with further clarifications in Resolution G-01-23; and
- 1.5 WHEREAS the Department has reviewed the following 11 application amendments for TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby approve the following 11 TCR project application amendments as submitted, with subsequent clarifications and revisions:
  - Project #1.1 – BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – Extension from Fremont to Warm Springs. Amend application to update project schedule previously approved under Resolution TA-02-05, as amended by Resolution TAA-03-03.  
Applicant Agency: Santa Clara Valley Transportation Authority (VTA)  
Implementing Agency: San Francisco Bay Area Rapid Transit District
  - Project #1.2 – BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – Extension from Warm Springs to downtown San Jose. Amend application to update project schedule previously approved under Resolution TA-02-04.  
Applicant Agency: VTA  
Implementing Agency: VTA

- Project #7.1 – CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Amend application to update project schedule previously approved under Resolution TA-02-01.  
Applicant Agency: VTA  
Implementing Agency: VTA
- Project #20.1 – San Francisco Muni Third Street Light Rail; extend third Street line to Chinatown (tunnel) in the City and County of San Francisco – Initial Operating Segment. Amend application to update project schedule and funding plan previously approved under Resolution TA-01-11.  
Application Agency: San Francisco Municipal Transportation Agency  
Implementing Agency: San Francisco County Transportation Authority
- Project #27.2 – Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties – ACE Commuter Parking. Amend application to update project schedule previously approved under Resolution TAA-03-03.  
Applicant Agency: Alameda County Congestion Management Agency  
Implementing Agency: City of Livermore.
- Project #28 – Parking Structure at Transit Village at Richmond BART Station in Contra Costa County. Amend application to update project schedule and funding plan previously approved under Resolution TA-01-06, as amended by Resolution TAA-03-03.  
Applicant Agency: City of Richmond  
Implementing Agency: City of Richmond
- Project #37.2 – Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County. Amend application to update project schedule previously approved under Resolution TA-02-06, as amended by Resolution TAA-03-10  
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)  
Implementing Agency: LACMTA
- Project #48 – Route 101; corridor analysis and PSR to improve corridor from Route 170 (North Hollywood Freeway) to Route 23 in Thousand Oaks (Ventura County) in Los Angeles and Ventura Counties. Amend application to update project schedule previously approved under Resolution TA-00-01.  
Applicant Agency: California Department of Transportation  
Implementing Agency: LACMTA
- Project #75.1 – San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. Amend application to update project schedule previously approved under Resolution TA-01-11.  
Applicant Agency: Metropolitan Transit Development Board (MTDB)  
Implementing Agency: MTDB

- Project #78 – East Village access; improve access to light rail from new in-town East Village development in San Diego County. Amend application to update project schedule previously approved under Resolution TA-00-02.

Applicant Agency: MTDB

Implementing Agency: MTDB

- Project #139.2 – Balboa Park BART Station; phase I expansion – MUNI Project Improvements. Amend application to update project schedule previously approved under Resolution TAA-02-02, as amended by Resolution TAA-03-02.

Applicant Agency: San Francisco Bay Area Rapid Transit District (BART)

Implementing Agency: BART ;

and

- 2.2 BE IT FURTHER RESOLVED that all conditions stipulated at time of application and/or application amendment approval are still in effect; and
- 2.3 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1<sup>st</sup> and October 1<sup>st</sup> of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.4 BE IT FURTHER RESOLVED that this TCR project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.5 BE IT FURTHER RESOLVED that Resolutions TA-00-01, TA-00-02, TA-01-11, TA-02-01, TA-02-04, TAA-03-02, TAA-03-03, and TAA-03-10 are hereby amended.